

Hongkong Daily Press.

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THE HONGKONG DISPENSARY.

Interested representations of Mr. HUNG-CHANG and the Russian party. The latter seem to have played their game very skillfully in representing the advantages to be gained by China through the Russian alliance, but the patriotism of their opponents has conquered, and the great act of aggression appears to have been stopped. It is also claimed that the strong attitude taken up by Japan relieved the situation, and indeed it cannot be denied that it is extremely probable that the representations from Tokyo had weight with the fugitive Court. Japan's threat that compensating advantages would be necessary for her, if Russia were to secure the signature of the Manchurian Convention, was too obviously genuine to be disregarded. And, as we have pointed out before, Japan would require compensation within the limits of the Eighteen Provinces, the fulfilment of which demand would be the beginning of the end for China.

Although China appears to be saved for the time from the "friendship" of Russia, it is clear that the Manchurian question is as far from settlement as ever. In a leading article recently the Shanghai native journal *Su Pao* pleaded for an International Convention for the preservation of the integrity of Manchuria, and it seems impossible that peace can be secured without the Powers coming to some arrangement in the matter. Russia, having secured, with the acquiescence of the Powers and China, the right to have a railway line running down to Port Arthur and Tientsin, plainly has the right also to demand that the safety of the line shall be guaranteed. China being unable to guarantee this safety, Russia can plausibly maintain that she must guard the line with troops. But this is a very different matter from the annexation of the whole of Manchuria, under a worthless promise of restoring the province to China when peace is effectively secured. If the Powers were now to admit Russia's right to occupy Manchuria temporarily, it is easy to see that circumstances are quite likely to arise which would render the withdrawal of Russian troops perilous alike to the railway and to the natives of the province. Stripped as Manchuria would be, by the Russian stipulations, of Chinese military forces, the result could only be that the elements of disorder would have everything their own way, if and when the Russians left. Presuming that Russia desired to act with perfect good faith, she would probably find it impossible to fix a period for evacuating the occupied territory, and the result would be exactly the same as if she were only promising evacuation to quiet the Powers, as most of us are inclined to think she is. Once mistress of Manchuria, she could only be ousted, if at all, after a terrible struggle, which no Power would be prepared to face. The obvious course, therefore, has been to prevent the occupation being acknowledged by China. The Court has been goaded into an attitude of firmness, and is now showing a bold front to Russia. It remains for the other Powers to support China, for it is absurd to imagine that Russia will be easily beaten. To cope with Russia's diplomatic resources, China must be able to rely on more than the lukewarm sympathy of the other nations interested in the integrity of Manchuria.

As there will be no issue of the *Daily Press* to-morrow the second half of our weekly short-story appears on p. 5 to-day.

During the 24 hours ending at noon yesterday there were reported three fresh cases of plague and four deaths (all Chinese); no cases of small-pox were reported.

The *Formosa*, which arrived from coast ports yesterday, reports the French cruiser *Decartes*, German cruiser *Seidler*, and a Russian warship at Amoy on the 2nd inst.

A native bricklayer employed on a building in course of erection near the rope works at Kennedytown left yesterday morning from the roof to the ground, and was killed.

Yesterday the German cruiser *Hansa* arrived in the Harbour from Tientsin, the British sloop *Rosario* from Weihaiwei, and the French cruiser *Styx* from Canton.

To-day being Good Friday, at the Soldiers' and Sailors' Institute, Kowloon, a sacred concert will be given by the members of St. Peter's Church Choir, assisted by friends. Dr. J. Stainer's "Crucifixion" will be performed, commencing at 8 p.m. The Kowloon Institute is showing most commendable enterprise.

Sir John Carrington (Chief Justice) delivered a long and exhaustive judgment yesterday afternoon in the suit of Luk Lai Cho v. T. H. Kingsley. His Lordship reviewed the arguments adduced at great length, and entered judgment for defendant with costs. We shall publish the judgment *in extenso* in our next issue.

We are informed by Messrs. John D. Humphreys & Son, General Managers of Oliver Fréchet Mines, Limited, that they have received a telegram from the Mines giving the result of last month's crushing as follows:—505 tons of quartz crushed for a yield of 328 ounces retorted gold; mill ran 19 days; 500 feet cross-cut is making good headway, expect to strike reef in five weeks.

Mr. J. J. Francis, K.C., has gone on a visit to Singapore.

The English mail of the 2nd March was delivered in London on the 30th March. The following committees have been appointed on the new Municipal Council at Shanghai:—Watch: Messrs. Bayne, Ede, and Hewitt; Works: Messrs. Landale, Freyette, and Rohde; Finance: Messrs. Hardon, Kinnear, and Quackenbush.

At Tientsin some natives thought to re-establish the old system of monopolies for meat, fish, oil, etc., with brokers who exacted taxes from the merchants. The Provisional Government discovered it, and fined the manipulators 2,500 dollars. Henceforth all duties and licence fees must be paid direct to the Treasury.

The London correspondent of the *Ceylon Observer* states that an interview with an official at the Colonial Office the other day elicited the information that though, up to that date, no appointment had been made in consequence of Sir Ed. Walker's retirement, some sixteen names had been under consideration, and that Sir A. Swettenham was one of them.

Captain Talone da Silva, Harbour Master of Macao, died very suddenly there on Wednesday. He appeared to be in his usual robust health when he left the office at one o'clock for dinner, but shortly after reaching home he was taken ill and died in a few minutes. The deceased, who was about forty-five years of age, was married and leaves a wife and no family. Captain da Silva was a well-known and highly respected official, and as a mark of respect for his memory, the flags on all public buildings in Macao and on the ships in the harbour were lowered to half-mast.

The Hon. Treasurer of the Alms Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Dr. Gerlach	820
H. A. Esmail & Co.	10
A. Shaw	10
D. W. Craddock	5
R. W. Dale	5
Erich Georg	5
G. Girault	5
Arvidson Y. Apsar & Co.	5
Banker & Co.	5
R. Becker	5
P. Brewitt	5
A. H. Chinoy	5
	885

The Patriotic Committee of gentry, etc., at Shanghai, who protested against the Russian convention received on the 25th ult., through Yuan Tsuoli, the following telegram dated 27th March, bearing the Vice-regal seal of Szechuan and sent by H.E. K'uei Chun, Viceroy of that province: "I desire to acknowledge the receipt of a joint telegram from the gentry and merchants residing in Shanghai and I entirely agree with their sentiments. I have already telegraphed for them to the Grand Council requesting that the matter be memorialised to the Throne. I beg that you (Yuan Tsuoli) will inform the gentlemen concerned of this. (L. S.) K'uei Chun."

The following items are from the *Poochow Echo* of the 30th March:—H.M.S. *Britomart* left on Wednesday for Weihaiwei. Before her departure Captain Walker, who goes home on leave, was relieved by Captain Baird. A fire broke out on Tuesday morning last in the suburbs eastward of the long street and not far from the river. Commencing at 3 o'clock it raged until 8 and consumed some 250 houses. The site of the outbreak was close to that of a conflagration of a few months ago, upon which blocks of newly built houses had just sprung up, and all of these perished in the flames with the rest, bringing disaster upon disaster on the unfortunate owners. One life is reported to have been lost. The local hockey season has closed.

On Tuesday evening, 2nd inst., the Red Dragon Lodge gave a reception to the members of the Order serving in the Royal and United States Navy, prior to their leaving Hongkong. Both Navies were well represented, H.M. *s.s. Hart, Aurora* and *Goliath*, and the U.S. flagship *Kentucky* being well to the fore in numbers. After a well spread supper had been disposed of, the remainder of the evening was given up to a very good vocal and instrumental concert, interspersed with addresses. Brother J. H. Darley, D.R.W.G.T., being in the chair, and conducting with his usual humorous manner. This meeting clearly illustrated the world-wide brotherhood of the I.O.G.T., as it was noticed that in addition to the United Kingdom, Norway, Sweden and Denmark, also five of the United States were represented, this being the first time on record that such a representative gathering of members have met in Hongkong.

According to the *Siu Wan Pao*, several well known places, such as the palace of Prince Su, the Hanlin Yuan and the Mongol Market are all now included in the new Legation quarter at Peking. There is one little place called simply "The Hall," which the Court will be relieved to hear is likely to be excluded. There the remote ancestors of the reigning family are worshipped by the Emperor together with the prince of his family. They are wont to come in State procession to this Temple when the Emperor, as high-priest of the family, performs the highest religious ceremony before his deified ancestors, viz. three kneelings and nine bowings. After he has completed his devotions, the attendant grandees perform the same ceremonies. It is naturally therefore one of the most sacred places of the "Great Pure" dynasty, and unlike certain other places in Peking which the Emperor nominally visits but never does, he must come here once a year.

Saigon, we are informed by a private wire, has declared Manila a plague infected port.

The Shanghai Mercury of the 29th ult. says:—We understand that the 13th Sikhs are under orders to proceed north, and will leave Shanghai in a few days.

A telegram from Achin announces the death by typhus fever of Vice-President von Schmidt von Altenstadt, one of the most zealous and valued of the officers in the Dutch East Indies.

B Company of the Shanghai Volunteer Corps mustered in uniform on the Bund on the night of the 28th ult., when Colonel The O'Gorman watched them go through various exercises.

Colonel F. T. Spratt Bowring, R.E., having been selected to succeed Colonel W. T. Shome, C.B., as Colonel on the Staff Commanding R.E. China Field Force, will be granted the rank of Brigadier-General while so employed.

A Nagasaki despatch states that the Captain of the Russian Volunteer Fleet steamer *Saragat* was arrested by the Japanese authorities for taking photographs in the harbour. He was set free provisionally after examination. Two Russians, whose movements are exciting suspicion, landed from the *Hakwai Maru* and started inland.

The *Times* correspondent in his telegram dated Peking, 3rd March, says:—To render China more willing speedily to sign the (Manchurian) convention, M. de Giers has informed Li Hung-chang that Russia will not participate in the demand for the execution of ten provincial officials guilty of inhuman murders of white men, whose death justice demands. Thus the murdered English men, women, and children may be described as England's contribution towards securing to Russia the advantages derived from this convention.

The training-ship *Britannia* seems to be in a bad way. Last month a naval officer wrote:—"The cadets have been granted three weeks' leave, owing to the amount of sickness on board, chiefly influenza and pneumonia, of a very serious kind. The fact is that the ships are thoroughly rotten, and besides, the town of Dartmouth, being shut in on all sides, is a hotbed of disease. The boys all look very limp, and several are still very seriously ill. Another great difficulty is how to heat the ships and at the same time to secure adequate ventilation. The latter usually has to be obtained by making the studies as draughty as—if the bulkheads were mere wicker-work."

During 1901 six new ships will be added to the German Navy, four of these being ships of the line of the newest construction, and one an armoured cruiser. The building of the line ships is proceeding very rapidly, one each in the yards at Wilhelmshaven, Danzig, Stein, and Kiel. All four ships belong to the *Wilhelmschiff* type of 11,500 tons displacement, and are considered by naval authorities to be an improvement on *Kaiser Wilhelm II.* The armoured cruiser is being constructed at Kiel. It is of 3,449 tons, and is practically the sister ship of *Prinz Heinrich*. In addition the Danzig yard will turn out one small gunboat. No small cruisers will be launched this year.

The *Armée et Marine* publishes some particulars of the incident at Shaohaiwan on 3rd October, when the French and Russians fired on each other. In accordance with a general plan of operations a battalion of Zouaves, accompanied by some Marines and commanded by Lieutenant Levay, of the French navy, landed at Shaohai Bay, a little south of Shaohaiwan, and advanced towards a part of the Great Wall which they saw extending far away in the distance. From a village at which they halted they could see over the tops of the houses several Russian flags flying. Lieutenant Levay went forward with some of his men towards a kind of fort over which the Russian flag was flying, when he and his men were saluted by a perfect hail of bullets. They took what shelter the ground afforded and retreated towards the village, but as the Russians continued to fire, Sergeant-Major Remondot seized a small flag and putting himself in full view, waved it to the Russians. He was almost immediately shot dead. Private Caudy, who took his place, shared the same fate. A captain had his hand smashed. The Zouaves grew angry, and returned the fire, and finally fired hypnotic rays to Lieutenant Levay to rattle a white handkerchief, whereupon the firing ceased. The French had two killed and seven wounded, and the Russians one killed and one wounded. The peculiar uniform of the Zouaves had caused the Russians to mistake them for Chinese.

THEATRE ROYAL.

Last night at the Theatre Royal the benefit performance to Mr. and Mrs. Dallas came off, when *The Belle of New York* was once more staged. In honour of the occasion, however, several new items were introduced, Mr. Dallas himself singing a new song "Burlington Bertie," original song, we believe, by Miss Vesta Tilley, and Mr. Godwin also having some new music, which met with general approval. In addition all the old features were preserved, so that the audience had every reason to be satisfied with the entertainment provided for them. The whole evening passed off in a most successful fashion, and the benefit should prove a good one.

To-morrow night our visitors make their final appearance in *Sau Toy*, and to judge from the booking will secure a royal send-off.

TELEGRAMS.

DAILY PRESS, SINGAPORE.
[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI 4th April, 7.39 p.m.

LI HUNG-CHANG'S SERIOUS CONDITION.

The Ministers entirely distrust Li Hung-chang, who is gradually dying. His brain is, however, clear, and he retains all his mental faculties.

THE PROVINCIAL AUTHORITIES AND REFORM.

The principal provincial authorities of China are mutually consulting together as to what proposed reforms should be recommended to the Throne. It is thought by ninety-eight officials that such reforms should be immediately adopted.

THE PAYMENT OF THE INDEMNITIES.

It is now proposed to devote the salt taxes, the transport rice tribute, and the *tekun* in payment of the indemnities.

London, 2nd April.

A MUTINEER SHOT.

One of the ringleaders of the mutineers in the West India Regiment at Cape Coast Castle has been court-martialled and shot.

BRITISH SOUTH AFRICA.

There is a general movement of Eastern Transvaal Boers northward into bushveld in view of the approach of winter. Over one thousand Orange River Colony Boers have enlisted in General Baden-Powell's constabulary.

THE DIPLOMATIC SERVICE IN CHINA.

Sir W. C. Hillier, K.C.M.G., has been gazetted acting First Secretary of Legation at Peking.

ARRIVAL OF THE AUSTRALIAN NAVAL CONTINGENT.

The steamer *Chingta* (British transport 106), having on board the officers and men of the Australian Naval Contingent, arrived in the harbour yesterday morning at ten o'clock from Taku, which port she left on the 29th ult. Hazy weather and light variable winds, with a smooth sea, were experienced during the passage.

The Naval Brigade, which is composed of volunteers from New South Wales and Victoria, consists of about 420 officers and men, and is under the command of Captain Gillespie, R.N. Captain Connor, New South Wales, and Captain Tickle, Victoria, are the officers in charge of the two detachments, which include about fifty marines from New South Wales. These had previously volunteered to go to South Africa, but were left behind, and being under canvas when the Naval Brigade was mobilised, offered their services and were accepted as a composite part of the contingent. The Brigade, which left Sydney on 18th August, arrived at the seat of war in October, too late to take part in active fighting. They participated in the March to Paochia, when the Boxers retreated without offering any resistance. The Victorians were selected for police duty in Tientsin, whilst the volunteers from New South Wales were stationed at Peking in three different detachments—one at Chang Wang Fu, another at the Legations, and a third at Lama Temple. Their duties consisted principally of police patrolling and guarding the railway between Peking and Tientsin. The New South Wales contingent remained at Peking from October till the end of last month, when, with the Victorian detachment, they were relieved by the draft of the Royal Welch Fusiliers which left here about the middle of March. Seventeen men of the New South Wales detachment were left behind, they having on the 25th volunteered for railway duty between Peking and Tientsin. On assuming this duty they were discharged from the contingent. The men are in splendid health and spirits, and have but one regret—that they were not privileged to take an active part in the quelling of the Boxers. The *Chingta*, besides coaling, will take on board one or two new twelve-pounders which were left here when the contingent called on its way North. The steamer is expected to sail for Sydney this morning, and calls at Thursday Island on the way home. It is hoped that Sydney will be reached in time to enable the Brigade to take part in the Commonwealth celebrations following on the arrival of the Duke and Duchess of York.

LATEST STEAMER MOVEMENTS.

The M. M. steamer *Yarra*, with the next outward French mail, left Singapore yesterday morning at 8 o'clock for this port via Saigon. The Indo-China steamer *Chelydra*, from Calcutta and the Straits, left Singapore for this port on the 3rd inst., at 6 p.m. The N. Y. K. steamer *Hiroshima Maru* (Bombay line) left Bombay via Singapore for this port on the 2nd inst., and is expected to arrive here on the 21st inst. The M. P. steamer *Duke of York*, called from Yokohama for Tacoma on the 26th ult.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held at the Board Room yesterday afternoon. The Acting President (Mr. W. C. Hillier) presided, and there were also present:—Hon. F. H. May, C.M.G., Mr. G. A. Hughes, R.A.M.C., Dr. F. C. May, Medical Officer of Health, the Hon. A. W. Brown, Mr. E. Osborne, and Mr. G. A. Woodcock (Secretary).

THE RESIGNATION OF DR. HARRISON. The Secretary read a letter from Dr. Harrison, resigning his office as Medical Officer of Health. Dr. Harrison had resigned his post, and handing over to the correspondence which had been placed in the subject. The enclosure enclosed Dr. Harrison's letter of resignation, a copy of his resignation, and a copy of the letter from the Colonial Secretary to that gentleman, which ran as follows:—

"I am directed to acknowledge the receipt of your letter of the 18th inst. regarding your position on the Sanitary Board, and enclosing copy of the letter in which you have informed the members of the Board of the reasons which have induced you to take that course."

"His Excellency the Governor regrets that you have withdrawn your valuable assistance from the Sanitary Board, and would point out that you underestimate the service which you have rendered to the community as a member of that Board, which is not even troubled by the responsibility devolved upon you in the concluding paragraph of your letter, and the recommendations of which have been adopted by the Government. Both as regards the personnel of the Board, and the adoption of sanitary legislation, and the execution of public works recommended."

"The cost of the sanitary staff in 1898 was \$105,018. The estimated cost for 1901 is \$152,008, while within that time which corresponds with the period during which Sir Henry Blake has administered the Government of this colony, a sum of \$1,748,811 has been expended in carrying out sanitary work recommended by the Board, and a further sum of \$92,450 is included in the estimate for this current year."

"Legislation of a far-reaching nature has also been adopted at the suggestion of the Board, whose services to the colony. His Excellency appreciated very highly, and whose independence of action is emphasised by the fact that during the past year, when many important resolutions were passed, there was not a single instance in which all the members of the Board were not in agreement, and all the members on one side, and all the members on the other side."

The Chairman said that he had seen the papers. The Colonial Secretary had written very sensibly, the resignation of Dr. Harrison, and giving some particulars in explanation of the expenditure that had been incurred on sanitary works during past years. It is pointed out in the letter that the cost of the sanitary staff in 1901 was over \$152,000, and the expenditure during Sir Henry Blake's administration amounts to \$1,748,811. The sanitary work of the last year, a sum of \$92,450 is included in the estimate for this year. A final check on the facts that show substantial progress has been made."

Mr. Osborne:—What does this one million odd roughly consist of, Sir?

The Chairman:—I presume it embraces the water works, markets, drainage, and all like matters.

Mr. Osborne:—It would be more satisfactory if some details of that expenditure would be given. Certainly with respect to the markets and water supply, as far as sanitary matters are concerned, it looks a pretty big figure. I must say I was astonished when I saw it. There must be an additional figure added on by mistake.

The Chairman:—Do you make any motion asking for details?

Mr. Osborne:—No. I don't make any motion on the subject.

The Chairman:—Then the documents will be laid on the table.

THE QUARTERLY INSPECTION COMMITTEE. The report of the Quarterly Inspection Committee for the first quarter of 1901 was laid on the table. It was signed by the Hon. F. H. May and Mr. Osborne, and was as follows:—

"On the 15th inst. the following remarks for the information of the Board:—

(1) No. 5, Wat Tai Lane, 1st Floor. The structure in this room (in which the building is largely erected) has sides of a cloth material permanently fixed. We noticed some others of a somewhat similar nature. In one instance the sides were composed of the folds of a screen made of lath and paper, permanently fixed. Such structures are, in our opinion, illegal, and should be removed."

(2) Tai Wo Lane, Nos. 1, 2 and 3, Ground Floor. We observed these floors inhabited, although the proprietors have only just taken over this particular district, informed as they had been declared unfit for human habitation. If they have not been so declared they ought to be."

(3) We On Lane, No. 5, 1st Floor. The middle one of these cubicles on this floor would appear to be an illegal structure."

(4) Wing Lok Street. A great improvement has been effected by cementing the surface of this street.

(5) Wing Lok Street. The same remark applies. Under the roadway at the north end of this street cooking operations are carried on which do not improve the sanitary condition of the street.

The streets and houses were visited were on the whole creditably clean."

The Registrar of the Medical Officer of Health for his remarks before the Board."

The Acting President thanked the members for the ideas."

Dr. CLARK:—There are one or two small matters which I have been attending to mentioned in the report. One is that of the formation of cubicles by means of curtains. When over they have been found to be the occupants have been told to take them down. If they have not done so, no prosecution has been instituted."

Hon. F. H. MAY:—Where do you draw the line then?

Dr. CLARK:—As to mosquito curtains where they are fixed, I have no objection. The line is drawn at a fixture."

Dr. CLARK:—Yes, as practically nothing else."

THE COLONIAL VETERINARY SURGEON'S REPORT.

The Secretary submitted the report of the Committee on the Colonial Veterinary Surgeon's Report for 1900.

The Committee, consisting of Hon. F. H. May and Mr. Osborne, made the following remarks on the report:—

"We understand that the Colonial Veterinary Surgeon and the Vice-president are reporting to the Government on the question of handing over to the Board the management of the Hongkong Veterinary School. If this suggestion will be instituted in the staff for 1901, in these circumstances we are of opinion that the report of the officers mentioned should be awaited."

PUBLIC COMPANIES

THE HONGKONG MINING COMPANY, LIMITED

NOTICE is hereby given that the 31st ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, 14, Des Voeux Road, HONGKONG, on SATURDAY, the 28th day of April, 1901, at Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1900, and for the election of Directors and Auditors.

By Order of the Board of Directors,
JOHN D. HUMPHREYS & SON,
General Managers.

THE SHIPBROKERAGE AND FINANCE COMPANY, LIMITED

THE SHIPBROKERAGE AND FINANCE COMPANY, LIMITED, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 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3875, 3877, 3879, 3881, 3883, 3885, 3887, 3889, 3891, 3893, 3895, 3897, 3899, 3901, 3903, 3905, 3907, 3909, 3911, 3913, 3915, 3917, 3919, 3921, 3923, 3925, 3927, 3929, 3931, 3933, 3935, 3937, 3939, 3941, 3943, 3945, 3947, 3949, 3951, 3953, 3955, 3957, 3959, 3961, 3963, 3965, 3967, 3969, 3971, 3973, 3975, 3977, 3979, 3981, 3983, 3985, 3987, 3989, 3991, 3993, 3995, 3997, 3999, 4001, 4003, 4005, 4007, 4009, 4011, 4013, 4015, 4017, 4019, 4021, 4023, 4025, 4027, 4029, 4031, 4033, 4035, 4037, 4039, 4041, 4043, 4045, 4047, 4049, 4051, 4053, 4055, 4057, 4059, 4061, 4063, 4065, 4067, 4069, 4071, 4073, 4075, 4077, 4079, 4081, 4083, 4085, 4087, 4089, 4091, 4093, 4095, 4097, 4099, 4101, 4103, 4105, 4107, 4109, 4111, 4113, 4115, 4117, 4119, 4121, 4123, 4125, 4127, 4129, 4131, 4133, 4135, 4137, 4139, 4141, 4143, 4145, 4147, 4149, 4151, 4153, 4155, 4157, 4159, 4161, 4163, 4165, 4167, 4169, 4171, 4173, 4175, 4177, 4179, 4181, 4183, 4185, 4187, 4189, 4191, 4193, 4195, 4197, 4199, 4201, 4203, 4205, 4207, 4209, 4211, 4213, 4215, 4217, 4219, 4221, 4

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	CHUSAN	Brit. str.	---	C. L. Daniel	P. & O. S. N. Co.	On 13th inst. at Noon.
LONDON	DOUGHERTY	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 16th inst.
LONDON	AGAMEMNON	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	ALAN	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 30th inst.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 15th inst.
BREMEN, VIA PORTS OF CALL	KONIG ALBERT	Ger. str.	---	O. Coppers	MELCHERS & CO.	On 17th inst. at Noon.
MARSEILLES & LONDON	BONHAY	Frean. str.	---	G.M. Montford, R.N.R.	P. & O. S. N. Co.	On or about 6th inst.
MARSEILLES, &c. VIA PORTS OF CALL	ERNEST SIMONS	Frean. str.	---	Durraude	MESSAGERIES MARITIMES	On 8th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. SUEZ, &c.	SANUKI MARU	Jap. str.	---	W. Townsend	NIPPON YUSEN KAISHA	On 19th inst. at Daylight.
MARSEILLES & LONDON	CANDIA	Brit. str.	---	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On or about 20th inst.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	MANCHURIA	Ger. str.	---	Schoening	MELCHERS & CO.	Quick despatch.
HAVRE & HAMBURG	BANBERG	Ger. str.	---	Jacobs	CARLOWITZ & CO.	On 11th inst.
NEW YORK VIA PORTS OF CALL	GYMERIC	Brit. str.	---	Ostermann	DODWELL & CO. LIMITED	On or about 3rd inst.
NEW YORK VIA SUEZ CANAL	ASTORIA	Ger. str.	---	Ostermann	CARLOWITZ & CO.	On or about 4th May.
VANCOUVER VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	---	W. Baker	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	GLENOCLE	Brit. str.	---	M. J. Curran	DODWELL & CO. LIMITED	On 8th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	IDEUMI MARU	Jap. str.	---	G. D. Bowles, R.N.R.	NIPPON YUSEN KAISHA	On 19th inst. at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TARTAR	Brit. str.	---	---	CANADIAN PACIFIC R. CO.	On or about 1st May.
SAN FRANCISCO VIA AMOY, &c.	GOTTE	Brit. str.	---	---	U. & O. S. S. Co.	On 19th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	---	---	TOYO KISEN KAISHA	On 23rd inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Am. str.	---	---	PACIFIC MAIL S. S. Co.	On 30th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	BAZENHUB	Brit. str.	---	---	BUTTERFIELD & SWIRE	On or about 30th inst.
SAN DIEGO, &c. VIA MOJI, &c.	TAIWAN	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 9th inst.
AUSTRALIAN PORTS.	AUSTRALIAN	Brit. str.	---	P. T. Helms	GIBB, LIVINGSTON & CO.	On 11th inst. at Noon.
AUSTRALIAN PORTS.	YAWATA MARU	Jap. str.	---	A. E. Moses	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS.	INABA MARU	Jap. str.	---	W. Bainbridge	NIPPON YUSEN KAISHA	On 12th inst. at Daylight.
KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	---	G. E. P. Cook	NIPPON YUSEN KAISHA	On 26th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	---	S. W. Haswell	NIPPON YUSEN KAISHA	On 19th inst. at Noon.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	---	S. Yoshizawa	NIPPON YUSEN KAISHA	On 2nd inst. at Noon.
SHANGHAI	LYEEMOON	Ger. str.	---	Th. Lehmann	MESSAGERIES MARITIMES	On or about 11th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YARBA	Frean. str.	---	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 22nd inst.
SHANGHAI	COROMANDEL	Brit. str.	---	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 10th inst. at Daylight.
SHANGHAI & JAPAN	CYLON	Jap. str.	---	S. Alami	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
FOOCHOW VIA SWATOW & AMOY	APRIMA MARU	Brit. str.	---	Robson	DOUGLAS LAFRAIK & CO.	On 17th inst. at Daylight.
SWATOW	AKASHI MARU	Jap. str.	---	K. Sudzuki	MITSUI BUSSAN KAISHA	On 7th inst.
SWATOW, AMOY & TAIWAN	MAIDU MARU	Jap. str.	---	K. Sobajima	MITSUI BUSSAN KAISHA	To lay, at 4 P.M.
TAIWAN VIA SWATOW & AMOY	LUONGSANG	Brit. str.	---	Wigall	JARDINE, MATHESON & CO.	On 9th inst. at 4 P.M.
MANILA	YUNSHANG	Brit. str.	---	Idols	BUTTERFIELD & SWIRE	On 10th inst.
MANILA	SUNGKIANG	Brit. str.	---	---	CARLOWITZ & CO.	On 11th inst. at Noon.
SINGAPORE, PENANG & BOMBAY	BORMIDA	Ital. str.	---	---	---	---

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THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

J. E. BROWN, General Agent,

Pender & Street.

Hongkong, 4th April, 1901.

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SHIPPING.

ARRIVALS.

April 3, MAIDU MARU, Japanese str., 667, K. Sabajima, Tamsui, Amoy and Swatow 2nd April, General—MITSUI BUSSAN KAISHA.
April 4, HANSA, German cruiser, 6,800, Pascheu, Tsintan 31st March.
April 4, SAVOIA, German str., 2,595, J. Behrens, Shanghai 1st April, General—CARLOWITZ & CO.
April 4, KWAIYANG, British str., 1,602, A. W. Outerbridge, Hoilo 30th March, Saigon—DODWELL & CO. LIMITED.
April 4, PADING, British str., 1,088, Miller, Shanghai 31st March, General—BUTTERFIELD & SWIRE.
April 4, LYEEMOON, German steamer, 1,238, H. Hermann, Canton 3rd April, General—EAST ASIATIC TRADING CO.
April 4, BABELBERG, German str., 862, Brindle, Wuhu 28th March and Chinkiang 30th, General—EAST ASIATIC TRADING CO.
April 4, SAKURA, German str., 2,452, Parker, Moji 31st Mar. Coals—CARLOWITZ & CO.
April 4, PHRA K. K. L. O. British steamer, 1,012, Fowler, Bangkok 25th March, General—BUTTERFIELD & SWIRE.
April 4, BONHAY, British steamer, 2,048, G. M. Montford, R.N.R., Foochow 2nd April, General—P. & O. S. N. Co.
April 4, FOKUSO, British steamer, 374, A. E. Hodgins, Tamsui 1st April, Amoy 2nd and Swatow 3rd, General—DOUGLAS LAFRAIK & CO.
April 4, CHINGTU, British str., 2,200, J. E. Williams, Taku 29th March.
April 4, CATHAGE, British hospital ship, 5,198, J. London, R.N.R., Weihaiwei 31st March.
April 4, ROSARIO, British ship, 380, C. A. W. Hamilton, Weihaiwei 30th March.
April 4, COPTIC, British str., 2,744, Rinder, San Francisco and Shanghai 2nd April, Mails and General—O. & O. S. N. Co.
April 4, PROGRESS, German str., 687, Brandt, Saigon 31st March, Rice—CHINESE.
April 4, TARTAR, British str., 2,768, G. D. Bowles, R.N.R., Tacoma 5th March, Flour—C. P. R. Co.
April 4, STYX, French cruiser, 1,800, Vincent, from Canton.
AT THE HARBOUR MASTER'S OFFICE.
4TH APRIL.
Savoia, German str., for Singapore.
Hong Kong, German str., for Swatow.
Tartar, British str., for Swatow.
Pading, British str., for Canton.
Chihli, British str., for Canton.
Mayang, British str., for Sandakan.
Tamsui Maru, Japanese str., for Singapore. 13

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
4TH APRIL.
Savoia, German str., for Singapore.
Hong Kong, German str., for Swatow.
Tartar, British str., for Swatow.
Pading, British str., for Canton.
Chihli, British str., for Canton.
Mayang, British str., for Sandakan.
Tamsui Maru, Japanese str., for Singapore. 13

DEPARTURES.

April 4, PRINCESS IRENE, German str., for Shanghai.
April 4, MONOKUT, German str., for Bangkok.
April 4, FUSHUN, British str., for Shanghai.
April 4, ANTENOS, British str., for Shanghai.
April 4, EREBIA, British str., for Canton.
April 4, CHILHI, British str., for Canton.
April 4, KWONGSANG, British str., for Canton.
April 4, MAUSANG, British str., for Sandakan.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Ida de Luzon, U.S.S. Bennington, U.S.S. Yorktown, B.M.S. Herlin, U.S.S. Newark, S.M.S. Jaguar, Hayoi, Iliou, Lang Tsing, Hangchow, U.S.S. Kentucky, Mongkut.
"GEMOPLITA" DOCK.—U.S.S. Concord, Colonia, Petria, Glenogle, Petria.

SHIPPING REPORTS.

The British steamer Pading, from Shanghai 31st March, had moderate to light variable winds and fine, clear weather.
The British steamer Kuregang, from Hoilo 30th March, had light N.E. winds, fine weather and high northerly swell.

VESSELS ON THE BERTH

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS.

THE Company's Steamship

"MANCHURIA."

Captain Schoening, will be despatched as above about the end of April, &c.

This steamer is fitted throughout with electric light, carries a doctor, and having superior First Class Cabin accommodation amidships on the bridge deck, offers an excellent opportunity for passengers proceeding to Marseilles.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 28th March, 1901.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above TO-DAY, the 5th inst., at 4 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 2nd April, 1901.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Company's Steamship

FOR SWATOW.

"THALES."

Captain Robson, will be despatched for the above ports TO-MORROW, the 6th inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 3rd April, 1901.

HAMBURG-AMERIKA LINE.

FOR SHANGHAI.

THE Steamship

"LYEEMOON."

Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 6th April, at 4 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 3rd April, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY, MADRAS,

CALCUTTA, DJIBOUTI, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 8th April, 1901, at

1 P.M., the Company's Steamship

"ERNEST SIMONS" Captain Durraude,

with Mails, Passengers, Specie and Cargo, will

leave this port for MARSEILLES via ports

of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London

as well as for Marseilles, and accepted in

transit through Marseilles for the principal

ports of Europe.

Shipping Orders will be granted till Noon,

Specie and Parcels until 3 P.M. on the 7th

April. (Parcels are not to be sent on board;

they must be left at the Agency's Office). Con-

tents and Value of Packages are required.

For further particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 27th March, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TROB, PORT DARWIN and QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain P. T. Helms, will be despatched for the

above ports on THURSDAY, the 11th of

April, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chan-

ber, which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—Return Tickets issued by this Com-

pany to and from Australia are available for

return by the steamers of the China Navigation

Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th March, 1901.

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI,
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENOCLE	3,750	W. Frakes	April 8
OLYMPIA	2,837	J. Trubridge	April 26
TACOMA	2,811	A. Dixon	May 17

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental

trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night;

TACOMA TO NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria

and TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED, General Agents.

Hongkong, 2nd April, 1901.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
MARSEILLES AND LONDON, &c.	BOMBAY	About 6th	Freight or Passage.
	G.M. Montford, R.N.R.	April	
	CHUSAN	Noon, 13th	See Special Advertisement.
	C. L. Daniel	April	
SHANGHAI	COROMANDEL	About 13th	Freight or Passage.
	F. W. Vibert, R.N.R.	April	
MARSEILLES AND LONDON	CANDIA	About 20th	Freight only.
	A. W. Symes, R.N.R.	April	
SHANGHAI AND JAPAN	CYLON	About 22nd	Freight or Passage.
	W. Hayward, R.N.R.	April	

PASSENGER SEASON, 1901.

s.s. SOERAOON ... 7,382 tons ... April 27th ... MARSEILLES AND LONDON DIRECT

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 4th April, 1901.

HAMBURG-AMERIKA LINE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	ULYSSES	On 11th April.
GLASGOW and LIVERPOOL	CALCHAS	On 20th April.
GLASGOW and LIVERPOOL	DARDANUS	On 2nd May.
FOR	STEAMERS	TO SAIL
LONDON	IDOMENEUS	On 16th April.
LONDON	AGAMEMNON	On 23rd April.
LONDON	AJAX	On 30th April.
LIVERPOOL DIRECT	TANTALUS	On 15th April.

For Freight, apply to

BUTTERFIELD & SWIRE.

AGENTS O. S. S. Co.

Hongkong, 4th April, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	On 9th April.
MANILA via AMOY	SUNGKIANG	On 10th April.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE.

AGENTS.

Hongkong, 2nd April, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, COLOMBIA, AND AMERICAN PORTS.

THE Steamship

"CHUSAN"

Captain C. L. Dancy, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 13th April at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RICHIE, Superintendent.

Hongkong, 1st April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu, SATURDAY, Apr. 13, 1901, at NOON.

GABRIEL (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu, TUESDAY, May 7, 1901, at NOON.

DOMINGO (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu, SATURDAY, June 1, 1901, at NOON.

THE Company's Steamship "COPTIC"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 13th April, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TAMAR"

(4,425 Tons).

Captain G. D. BOWLES, R.N.R., will leave Hongkong on or about WEDNESDAY, the 1st May, 1901, taking Passengers and Cargo For VICTORIA and VANCOUVER, B.C. (via INLAND SEA, KOBE and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to D. E. BROWN, General Agent, Hongkong.

Hongkong, 5th April, 1901.

ALL PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 20th March, 1901.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FROM AND RETURNING UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at THROUGH RATES TO PERSIAN GULF and BAGDAD, also BASORRA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA"

will be despatched as above on THURSDAY, the 11th inst., at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 2nd April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"AKASHI MARU"

Captain K. Sasaki, will be despatched for the above ports on WEDNESDAY, the 17th April, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd April, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu), TUESDAY, April 23, 1901, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu), THURSDAY, May 10, 1901, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu), TUESDAY, June 11, 1901, at NOON.

THE Two-Screw Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 23rd April, 1901, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ANTENOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 12th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd April, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PYRHUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 9th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 12th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd April, 1901.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU-MARU"

Captain K. Sasaki, will be despatched for the above ports on SUNDAY, the 7th April.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st April, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain Rolfe, will be despatched as above on TUESDAY, the 10th inst., at 4 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

Captain S. Aizumi, will be despatched for the above ports on WEDNESDAY, the 10th April, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th March, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU, PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BERGENHUS" ... On or about 30th April.

THE Steamship "BERGENHUS"

will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 30th April.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, Hongkong, 1st April, 1901.

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H. A. L. Steamship

"SAXONIA"

Captain Jager, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 30th inst.

Any Cargo impeding bar discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 3 P.M.

SIEMSEN & CO., Agents.

Hongkong, 30th March, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ANTENOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 12th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd April, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PYRHUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 9th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 12th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd April, 1901.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS IRENE"

The above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 9th, April, and THURSDAY, the 11th April, at 3.30 A.M.

All claims must reach us before the 15th April, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 3rd April, 1901.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ABERDEEN APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 5th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.

Hongkong, 3rd April, 1901.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENEDI"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st April, 1901.

Clarke's Blood Mixture

FOR THE BLOOD IS THE LIFE.

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sores of all kinds, it is a never-failing and permanent Cure. It Cures Old Sores, Cures Sore Legs, Cures Blackheads or Pimples on the Face, Cures Sores on the Neck, Cures Sore Eyes, Cures Ulcers, Cures Blood and Skin Diseases, Cures Glandular Swellings, Clears the Blood from all impure Matter, From whatever cause arising. It is a real specific for Gout and Rheumatic pains. It removes the cause from the Blood and Bones. As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

Mr. Stephen Morgan writes: "I have suffered since 1886 with a various ulcerated leg, and have been under five doctors. I also attended two hospitals, but at one they suggested that I should have my leg off, and at the other that I should have the vein lanced and tied up. You may guess my feelings, therefore, to find myself now cured by taking 'Clarke's Blood Mixture' and applying 'Clarke's Mineral Salve,' especially as I have a family of eight children. My leg measured 18 in. round against 14 in. the other, and part of my work I have done on my knees. The matter coming from my leg was as black as coal, but it has now completely healed up, and I am out of agony, must say I think my case a marvellous one, some months taking 'Clarke's Blood Mixture' in July, 1893, and the cost has been one small bottle to try the effect, and finding the proper remedy, then ten large ones, also a few pots of the salve, and my leg not off. I have spent pounds in other remedies, but they have been no good to me. I shall be pleased to answer any questions, and afflicted brothers and sisters can see my leg for themselves. You can make any use of this letter

